access to the airfield? What can an airport operator do to control

ally and in combination with one another to control field. The following methods have been used individu will vary depending on the type and location of the airairfield. Methods for controlling access to the airfield Limit access to those persons who need to be on the

- Fences
- Gates with electronic or mechanical locks or gate
- Warning signs
- embankments, and ditches Natural or manmade barriers, such as streams,
- Vehicle identification systems
- Frequent inspections
- Tenant awareness

the safety of vehicle operations on the air-What can an airport operator do to improve

airfield. The rules or regulations should address the following: management establishes written rules or regulations Overall responsibility for airport vehicle operations for the safe and orderly operation of vehicles on the rests with airport management. It is important that

- Vehicle operator requirements
- Vehicle requirements
- Enforcement/sanctions

Vehicle operations

For additional information, contact the regional runway safety program manager or airports division.

Airports Division: 907/271-5438 RSPM: 907/271-5293

Airports Division: 816/329-2600 RSPM: 816/329-3044

Airports Division: 718/553-3331 RSPM: 718/553-3326

Airports Division: 847/294-7272 RSPM: 847/294-7853

New England

RSPM: 781/238-7027

Airports Division: 781/238-7600

Northwest Mountain

Airports Division: 425/227-2600 RSPM: 425/227-1369

RSPM: 404/305-5558

Airports Division: 404/305-6700

RSPM: 817/222-5045

Airports Division: 817/222-5600

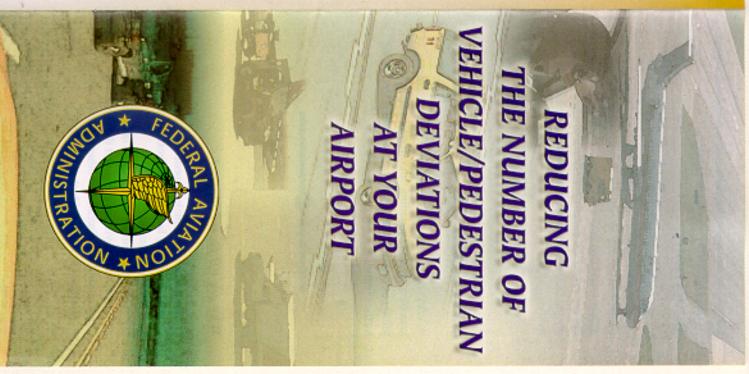
Western Pacific

RSPM: 310/725-3550

Airports Division: 310/725-3600

Federal Aviation Administration Office of Runway Safety (202) 267-9131

Office of Airport Safety & Standards www.faa.gov/runwaysafety/ 202) 267-3053



DEVIATIONS VEHICLE/PEDESTRIAN

did not belong on the airfield. Although some of these madvertently. people deliberately entered the airfield, many entered it events found that many of them involved persons who resulted in runway incursions. Investigation of these vehicle/pedestrian deviations (V/PDs)—of which 85 In 2000, the FAA received reports of more than 550

What is a V/PD?

pilots) or pedestrian that has not been authorized by air area by a vehicle (including aircraft operated by non-A V/PD is any entry or movement on the movement traffic control.



- a runway incursion. with an aircraft landing or takeoff, resulting in Sometimes the vehicle or pedestrian conflicts
- Even if the vehicle or pedestrian does not enter a attention from aircraft and other vehicles, which runway, the deviation can divert the controller's could result in an incident or accident.

VEHICLE OPERATOR REQUIREMENTS

knowledge. Vehicle operators need to know, as drive only on ramps would normally not require this communications; in contrast, a person authorized to needs to be knowledgeable about procedures for radio example, a person authorized to drive on runways person is authorized to drive on the airfield. For will vary depending on the airport and where the knowledge to do so safely. The knowledge required who are authorized to drive on the airfield possess the A key to reducing V/PDs is making sure that those

- Airport rules and regulations pertaining to vehicle operations
- designated entrance and exit points to these areas Areas where they are authorized to drive and
- Location of perimeter roads
- areas on the airfield Boundaries of the movement versus nonmovement
- and taxiways Airport layout, including designations of runways
- Meaning of airlield signs, marking, and lighting
- procedures, and frequencies for radio Proper phraseology, including phonetic alphabet, communication
- Meaning of light gun signals
- Traffic patterns associated with each runway and location of each leg (i.e., downwind, base, final, and

Driver Training

regular basis cannot be overemphasized. these subjects. The importance of such training on a airfield be provided initial and recurrent training on It is highly recommended that those who drive on the items before authorizing them to drive on the airfield persons possess adequate knowledge of the above Airport operators have the responsibility of ensuring

VEHICLE REQUIREMENTS

on the airport. Generally, a vehicle operating on runways airport, the type of vehicle, and where it will be operated Requirements for vehicles will vary depending on the

- and taxiways should, as a minimum, have Marking designating the identification of the vehicle (e.g., OPS-1)
- Minimum equipment, which must be in proper working order, such as
- headlights, taillights, mirrors, a speedometer, etc.
- a rotating beacon
- a two-way radio with the aviation frequencies
- Insurance coverage

VEHICLE OPERATIONS

operation of vehicles on the airport. Items to consider include provide adequate procedures for the safe and orderly The airport-established rules or regulations should

- Requirements for vehicles on the movement area equipped vehicle to be radio-equipped or escorted by a radio-
- Speed limits
- Prohibition against careless and reckless operation
- Time periods when vehicle lights must be operated
- Requirement to use vehicle lanes and perimeter
- and/or serviced Locations where vehicles may or may not be parked
- vehicles, and other vehicles) Rules of right-of-way (i.e., aircraft, emergency
- Requirements to report accidents involving ground vehicles

ENFORCEMENT/SANCTIONS

revocation or suspension of airport driving privileges tions. Effective penalties include monetary fines and lished rules or regulations, including penalties for viola-Establish procedures for enforcing the airport-estab-